

Transportation Resource & Oversight Committee

Lake & Porter Counties

6100 Southport Road, Portage

February 26, 2019

Meeting Minutes

In attendance were Dean Button (Hammond), Jill Murr (Cedar Lake), Jeff Huet (Schererville), John Novacich (Schererville), Adam McAlpine (Valparaiso), Sandy Kolb (Portage), Phil Gralik (Hobart), Greg Falkerson (Crown Point), Mark O'Dell (Chesterton), David Wright (Gary, GPTC), Dennis Cobb, Trisha Nugent, Matt Mihalik, Eric Wolverton, and Jake Dammarell.

NIRPC staff included Charles Bradsky, Dominique Edwards, James Winters and Candice Eklund.

Charles Bradsky called the meeting to order at 9:06 a.m. with the Pledge of Allegiance.

Approval of Minutes

The minutes of the January 22, 2019 meeting were approved as presented on motion by Dean Button and second by Jill Murr.

FY 19-22 Spending Plan Update

Charles Bradsky presented the spending plan and discussed the surpluses and deficits for fiscal years 2019-2022. Fiscal years 2019 and 2021 have a surplus of \$2,716,154 and \$15,649 respectively, while fiscal years 2020 and 2022 have deficits of \$465,968 and \$7,251,730. NIRPC staff will discuss options to reduce the sizable deficit in FY 2022 and make recommendations for communities to move their projects. The spending plan for the meeting on March 26, 2019 will include all projects selected in this NOFA earlier this year.

Dean Button noted the full amount of \$45,000 in funding for DES #1601163 may not be required. Dean will inform Charles if there is excess funding to reallocate in the spending plan.

Project Requests

- a) Crown Point requested additional CN funding in FY 2021, DES #1601158, for \$1,574,000 in federal funding. Jake Dammarell presented on behalf of the City of Crown Point and provided copies of the layout for the regional corridor at 109th avenue. Jake explained the original project was awarded in 2015, and at that time, there was not a call for preliminary studies or a detailed estimate of the survey information. The project has experienced increasing construction costs for the roundabout and encountered an historic farmstead property, forcing the project to adjust horizontal lines. After discussion between the representatives from Crown Point and the Committee, there was a motion by Jeff Huet and second by Phil Gralik, to table the discussion until funding in FY 2021 becomes available in the spending plan or a project is withdrawn from the TIP. The representatives from Crown Point requested leaving the project in the spending plan for the original estimate of \$1,265,000 and will continue to negotiate funding options with state and local municipalities. Dean Button requested all communities provide visuals and / or maps for future modifications to the spending plan.

- b) Schererville requested additional PE funding in FY 2019, DES #0401062, for \$31,896 in federal funding. The Town of Schererville requested additional funding to provide an easement for two railroad crossings and additional ROW from the acquisition of the Pensey Greenway Trail. On motion by Adam McAlpine and second by Dean Button, the committee approved the additional \$31,896 in additional PE funding.
- c) Schererville requested PE funding in FY 2019, DES #1382661, for \$232,241 in additional funding. The Town of Schererville requested additional funding for added railroad and pedestrian crossings. A new railroad crossing will need to be created, as the old crossing could not be improved. Dennis Cobb stated the additional request is greater than 10% of the original estimate. Mark O'Dell noted it was due to the original request being underfunded. On motion by Jill Murr and second by Mark O'Dell, the committee approved the additional funding of \$232,241 for added construction costs.

Letting Results Update

The project for the Town of Munster, DES #0710056, let on February 19, 2019. The original engineering bid was \$35,000,000 and the awarded bid was \$20,539,000. After negotiations with INDOT, there is now a surplus of \$2,619,356 in the spending plan for FY 2019.

Other New Business

James Winters and David Wright provided an explanation for the \$2,600,000 deficit in the transportation budget for fiscal years 2021-2024. In the FY 2016 TIP, CMAQ funding for \$1,800,000 was obligated for GPTC's Broadway Metro Express (BMX) route. An administrative error was made in 2018 when three years of funding was consolidated into a single year, resulting in a deficit of \$1,800,000 in spending for the BMX transit route. NIRPC leadership was made aware of the error and concluded the funding could be reinstated back into the 2018-2021 TIP by using Surface Transportation Block Grant (STBG) funds. Subsequently, the spending plan now has a surplus of \$2,619,356 in FY 2019, as a result of the outcome from the Town of Munster's letting. The surplus cannot be moved into another year of the spending plan, but can be rolled over from year to year in the transit budget. On motion by Adam McAlpine and second by David Wright, the Committee agreed to transfer \$1,800,000 back into the transportation budget for the Broadway Metro Express transit route.

James Winters requested \$722,000 in additional funding for a new vehicle for the Gary Public Transit Corp (GPTC). The funding for the buses would be in 2021, freeing up funding for other transit agencies in 2023 and 2024, where there is currently a significant deficit. On motion by Jeff Huet and second by David Wright, the Committee approved the additional bus purchase for GPTC, freeing up 5307 funding for all of the operating agencies.

The two approved transportation requests total \$2,601,427, leaving a surplus of \$129,717 in FY 2019.

Charles Asked the members if they might have any other change orders this year. Dean Button stated he will be submitting a \$14,000 change order for one of his projects. No other members indicated that they would have any change orders for FY 19.

Adam McAlpine questioned if there would be an opportunity to submit an HSIP project at 95% or greater to reduce the local match. Charles will look into the request and report his findings to the Committee before the next meeting.

Other New Business

NIRPC Leadership has requested staff leads reduce their monthly committee meetings schedule. Phil Galik stated he preferred the meetings to be scheduled monthly as a placeholder and cancel if there were no pressing agenda items. The committee agreed and stated the monthly meetings afford a manageable and formative flow of information.

Charles Bradsky provided a live demonstration on the RTIP (Regional Transportation Improvement Program) system. New functions and enhancements to the RTIP system will be available on March 1, 2019.

Charles stated the NOFA will now take place every two years, with the next NOFA being held in 2021.

Public Comments

No public comments were discussed.

Adjournment

There being no further business, the meeting adjourned at 11:09 a.m.

The next meeting is scheduled for March 26, 2019 at 9:00 a.m.